



INFORMATION BULLETIN No. 102 (amended)

[SSAS Ship Alert System and AIS Ship Identification System](#)

SSAS

Further to Bulletin 74 circulated to our owners in April 2004 we wish to bring to your attention certain aspects of the systems currently in operation.

From the 'Statement of Intent' attachment to Bulletin 74 we have learnt that the majority of our owners have opted to contract out the duty of alert receiving to third parties.

These companies whose principle duty is to receive and relay the message onwards to the appropriate persons are choosing to use email as their preferred method for forwarding the alert.

During this period it has been noticed through periodic testing of ship alert equipment that some alerts are not being received by the prescribed persons. Our initial enquiry indicates that the alerts from the ships are being received by the relaying company but that their forwarding is in some cases not being received.

It is our understanding that the majority of the relaying stations are operating automatically, in that the alert is identified and that the information is forwarded to the pre-programmed recipients, by email.

In cases where these forwarded emails are not delivered due to an internet server going down, the 'notice of non delivery' message is not being registered by the automatic alert relaying equipment.

At the time Bulletin 74 was issued many owners had not decided how they would meet the SSAS requirement by the due date *'the first radio periodical survey occurring after 1st July 2006'* therefore the attached Statement of Intent could not be completed and so was not returned.

Therefore we now attach a modified Statement of Intent addressing the problem of forwarding alerts by email and giving owners the opportunity to register their SSAS intentions.

All owners are asked to complete this form as far as they can, providing a clarification where no entry can be made.

As a minimum the alert should contain the following information:-

Vessel name, IMO number

Date and time of activation

Position at time of activation (periodically updating until alert is cleared).

AIS Accuracy of Information

It has been identified that the information being broadcast by many ships' AIS installations is either incomplete or inaccurate such that the errors or omissions are causing concern that such mis-information may be the cause of a navigational incident.

Constant information such as the ship's name, call sign & MMSI numbers, programmed at the time of the AIS's installation has been found to be inaccurate.

Information entered manually such as port of destination, ETD. & draughts were also being found to be in error in worrying numbers.

Information updated automatically from the ship's navigational equipment was also shown not to be immune from inaccuracies. During a 7 day assessment by the UK's Dover Coastguard five cases were discovered where the vector indicating the ship's course was 180 degrees out.

Operators and Ship Masters are requested to implement a check programme to periodically confirm the data being transmitted by their AIS installations and with regard to the manual inputs prior to sailing from each port. The inclusion of this activity into the Bridge pre sailing check list is recommended.

AIS Navigation in Known High Risk Areas

When Barbados registered vessels are unavoidably required to transit areas where there is a high security risk, Ship Masters are authorised to deactivate their AIS system until the vessel is clear of the area.

Such actions are required to be sanctioned by the ship's operating company and notified to BMSR prior to the AIS system being deactivated. Reactivation of the AIS on leaving the high risk area should also be notified to BMSR.

The announcements of the above two actions transmitted to BMSR are to contain the following information:

Vessel Identification. Name; IMO number; Call Sign
ETA at position where AIS will be deactivated.
Position where AIS will be deactivated.
ETD from position where AIS will be reactivated.
Position where AIS is reactivated.

Attached Statement of Intent (Ship Security Alert) Rev 01

Statement of Intent (Ship Security Alert) rev 1.

For Company		
<p>Name of ship or ships to which this Information applies</p> <p><i>(For ships having different alerting arrangements a separate Statement is to be used in each case)</i></p>		
<p>Names of person / organisation that shall receive the Alerts directly from the ship, provide contact information.</p> <p>Relaying companies are responsible for the forwarding of alerts (F).</p>	<p><i>Outsourced Ship Alert Relaying Company Contact information</i></p> <p><i>Is the forwarding a automated or manual operation ?</i> <i>If automated does the system have the ability to register returning non delivered email alerts ?</i></p>	F
<p>Names of persons / organisations that shall receive the Alerts forwarded on from the direct recipient</p> <p>After each entry mark either A or I denoting if the contact is for Action or Information.</p>	BARBADOS COAST GUARD	A
<p><i>Is the forwarding by automated or manual operation ?</i></p> <p><i>If automated does the system have the ability to register returning non delivered email alerts ?</i></p>	<p><i>If email is used what is the fall back method of communicating in case of email server problems.</i></p>	
<p><i>Signed by Company Security Officer</i></p> <p>.....dated.....</p> <p><i>Print name</i></p> <p>.....</p>	<p><i>CSO contact information</i></p> <p><i>Office tel.no.....</i></p> <p><i>Office email.....</i></p> <p><i>Emergency Contact 24//7</i></p> <p><i>Tel.no</i> <i>cellphone no.</i></p>	

Note: in all cases where the Barbados Coast Guard receives a Ship Alert the appropriate response shall be made informing the nearest Authorities. Drill alerts when transmitted must be prefixed "For Drill Only"

2008-06-16

